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EMMERSON CHAMPIONS CAUSE OF I.C.R. EMPLOYEES

Ottawa, May 19—As the latter portion of Hon. H. R. Emmerson's excellent speech in support of his motion, censuring the Borden government for its unfair treatment of the I.C.R. employees, was not published, perhaps it may be as well to communicate to you the same. The concluding portion is as follows:

Hon. Mr. EMMERSON: "The government are responsible for the management of the road. They are responsible for every act of their general manager. They are responsible for this Gutelius-Bosworth agreement. They are responsible for the importation of men from the United States to carry on the business of the railway. I do not take the position that

simply because a man is an American citizen he should not be employed by the government or by any private interests. I do remember that in 1905, on the floors of this parliament I listened to a most severe condemnation of the government of that day because they had condoned the employment by the Grand Trunk Pacific of American engineers in running the preliminary surveys through the northern part of Ontario and the west. The condemnation by hon. gentlemen opposite was very strong; motions were presented and complaints were made even by my right hon. friend the prime minister himself in respect to this matter because forsooth, American citizens had been employed by the Grand Trunk Pacific in running surveys for the purpose of getting information for the advantage of that railway that they proposed to construct from North Bay to the prairie of the west. A commission was appointed by the government of the day, at the demand of parliament, to inquire into that. I believe in reciprocity of trade between Canada and the United States; I believe in reciprocity of brains between this country and the United States; I believe that we have in the pulpits and educational institutions of the United States, Canadians who stand foremost as pulpit orators and

great educationalists, and I think properly so; and we have in Canada Americans of the same calibre who are occupying similar positions here. It is well it should be so, but the point I am making is that the Conservative party when in opposition, howled themselves black in the face because temporary employees who were United States citizens were taken into the service of the Liberal government, while today they are placing on the Intercolonial permanent officials who are not British subjects. In the town from which I come a party consisting of sixteen or seventeen men and boys in making a survey of the grades on the Intercolonial Railway, and three of them are Americans.

Mr. J. D. REID: They have been in the country eight or ten years.

Mr. EMMERSON: No, they are men brought in by Mr. Gutelius and his friends. The chief engineer of the Intercolonial was appointed when he was an American citizen.

Mr. REID: He has been in the country eight or ten years.

Mr. EMMERSON: I do not know how long he has been in the country, but he is an American citizen and he has been appointed on the Intercolonial Railway.

Mr. MacDONALD:—It makes it all the worse if he has been in the country for eight or ten years without being naturalized.

Mr. EMMERSON: Did the government insist on these men changing their allegiance before they appointed them to office? The complaint I have to make is that all this is done to the detriment of the employees of the Intercolonial. There is not an official holding a position of any responsibility on the Intercolonial who was trained in the service of railway. You can find men trained on the Intercolonial holding the highest positions in the service of great American railways and when it appears that this government has imported twenty-seven engineers to the staff of the Intercolonial to the exclusion of men who had been trained in the service of that railway, it will be easily seen that this system is to the detriment of old employees.

The government has even ignored the age limit in making appointments. Under the Provident Fund Act no man can be appointed who exceeds the age of forty-five and if he has no railway experience his age must not be over thirty-five. But this government, to the detriment of the men on the Intercolonial, are bringing in outsiders from other railways, whose ages far exceed the limit of forty-five. One of them, for example, was eighty-three years old.

Mr. J. D. REID: Who was that?

Mr. EMMERSON: Mr. Murphy.

Mr. REID: Is that the only one?

Mr. EMMERSON: There are others beyond the age of forty-five. I mention that case because it was an outstanding case.

Mr. REID: I think you are only imagining the rest.

Mr. EMMERSON: These men are employed permanently, to the exclusion of others, and the result is that the men on the Intercolonial have no hope of preferment and are injured in their standing as railway men. Mr. Gutelius was imported by the Canadian Pacific Railway from the United States, then from the Canadian Pacific Railway to the National Transcontinental Railway inquiry, and then he was placed in the position of general manager of the Intercolonial Railway at a salary nearly four times as much as that paid to his predecessor, Mr. Pottinger. Mr. Gutelius believes in the employment of railway men from outside, because they are closely allied with him. We have a general superintendent of the Intercolonial Railway with his brother-in-law the assistant superintendent. Nepotism prevails. Talk about political influences; worse than political influence prevails to the great injury of the Intercolonial Railway employees who entered the service years ago and who are familiar with the conditions of that road.

(Continued on page seven)

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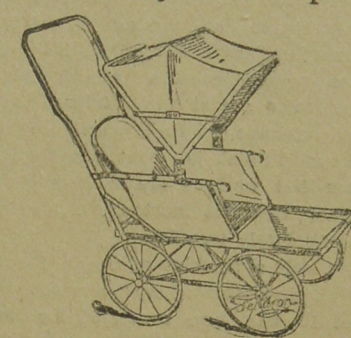
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